

BookletChart™

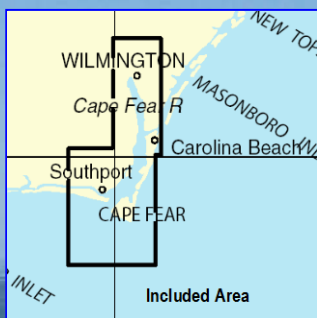


Cape Fear River – Cape Fear to Wilmington

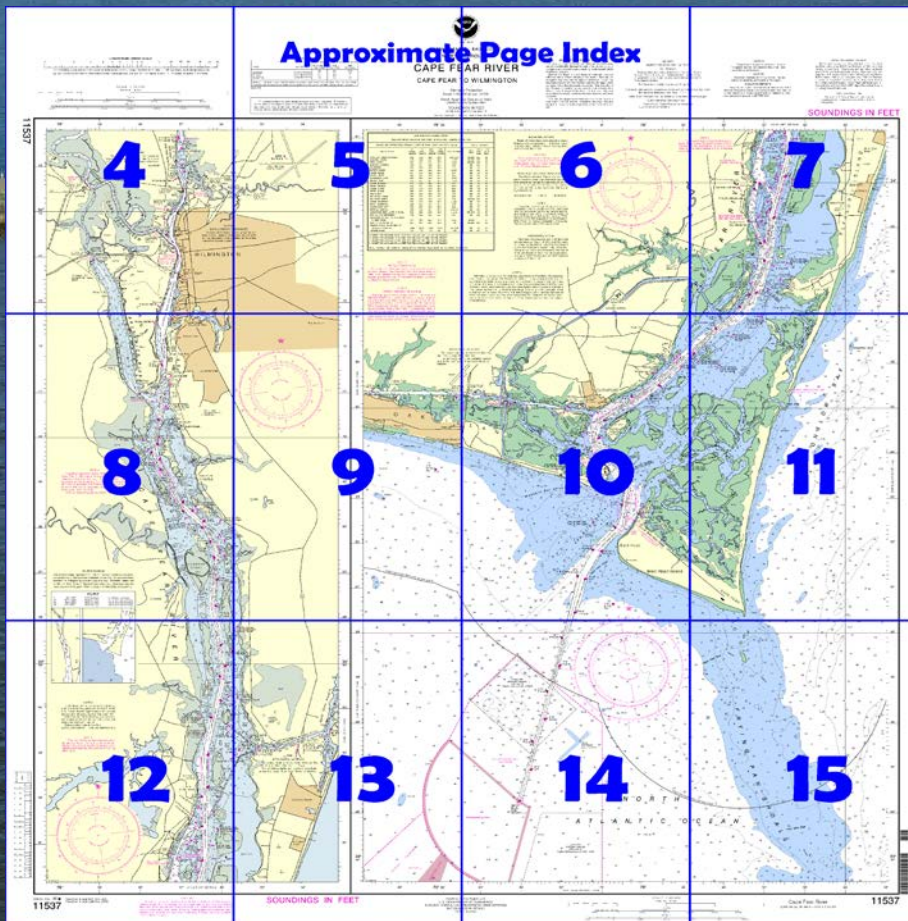
NOAA Chart 11537

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11537>.



(Selected Excerpts from Coast Pilot)
Cape Fear River, 370 miles long and the approach to the city of Wilmington, empties into the sea immediately westward of Cape Fear. Barge traffic is active as far as **Fayetteville**, 125 miles above the mouth. **Wilmington**, 24 miles above the mouth, on the east bank of Cape Fear River, is the leading port of North Carolina. It is 363 miles south of Norfolk, VA, and 315 miles north of Jacksonville, FL, by coastwise routes. Exports are tobacco, woodpulp,

bulk cement, fabricated metal products, and scrap metal. Imports are petroleum products, fertilizers, ferrous and non-ferrous ores, lumber, paper, salt, sulfur, textiles, iron and steel products, fabricated metal

products, and bulk chemicals. There are many tourist attractions and points of historical interest in the city and vicinity, including the USS NORTH CAROLINA, a World War II memorial, which is berthed on the west bank of Cape Fear River opposite Wilmington.

Prominent features.—Oak Island Light (33°53'34"N., 78°02'06"W.), 169 feet above the water, is shown from a 155-foot cylindrical tower, upper part black, middle white, and lower part gray, on Oak Island on the western side of Cape Fear River entrance. It is the most conspicuous object in the approach. The abandoned lighthouse, known as "Old Baldy", on the west side of Smith Island, and the buildings of the **Oak Island Coast Guard Station**, westward of Fort Caswell, are also conspicuous.

Water tanks at Yaupon Beach, Southport and at Kure Beach and two silver radar domes about 1.3 miles southward of the tank at Kure Beach are visible well to seaward. The floodlights at the buildings on the beach about 1 mile westward of Oak Island Light are reported to be highly visible at night. The lights on the stack, microwave tower, and on the buildings of the nuclear powerplant, on the west side of Cape Fear River 2.5 miles above Southport, are prominent at night.

Frying Pan Shoals platform tower (33°29'06"N., 77°35'24"W.) is reported to be a good radar target in the approach to Cape Fear River. It is also reported that under ideal conditions the configuration of Cape Fear and Oak Island Light prove of some value as radar targets when closer in; these targets, however, should not be relied upon too strongly.

Channels.—A Federal project provides for a channel 40 feet deep over the ocean bar, thence 38 feet for 24 miles to Wilmington including the turning basin off the southerly part of the city; thence in Northeast Cape Fear River 32 feet to and including a turning basin 0.4 mile above the mouth, thence 32 feet to Hilton Bridge about 1.2 miles above the mouth, and thence 25 feet to the upstream limit of the Federal project about 1.5 miles above the bridge, including a turning basin about 1 mile above the bridge. (See Notice to Mariners and latest editions of charts for controlling depths.) The channel is well marked with lighted ranges and other aids.

An overhead power cable with a clearance of 165 feet over the main channel crosses Cape Fear River about 18.8 miles above the mouth. U.S. Route 74/76 highway lift bridge with a clearance of 65 feet down and 135 feet up crosses Cape Fear River at Wilmington, about 23.5 miles above the mouth. The bridgetender monitors VHF-FM channel 16 and works on channels 13 and 18; telephone 910-251-5773. (See 117.1 through 117.49, chapter 2, for drawbridge regulations.) Bridges crossing Cape Fear River above Wilmington are discussed later in this chapter.

Anchorage.—Fair anchorage is available in the Cape Fear River abreast the town of Southport. The holding ground is good, but because of strong tidal currents vessels should anchor with a good scope of chain. This anchorage is sometimes used as a harbor of refuge in the winter by coasting vessels.

Vessels awaiting entrance to the river may find good holding ground in about 7 fathoms within 0.6 mile southeastward of the sea buoy (Cape Fear River Entrance Lighted Whistle Buoy CF). The area to the northwestward of the sea buoy is reported to be rocky and foul, and some vessels have lost anchors or broken flukes in the area.

Dangers.—Frying Pan Shoals are the principal danger in the approaches to Cape Fear River. Isolated wrecks, some marked, and obstructions with varying depths over them are in the approaches. In 2007, a rock was reported with shoaling to 28 feet at 33°42'38"N., 78°02'08"W.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami Commander
7th CG District (305) 415-6800
Miami, FL

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

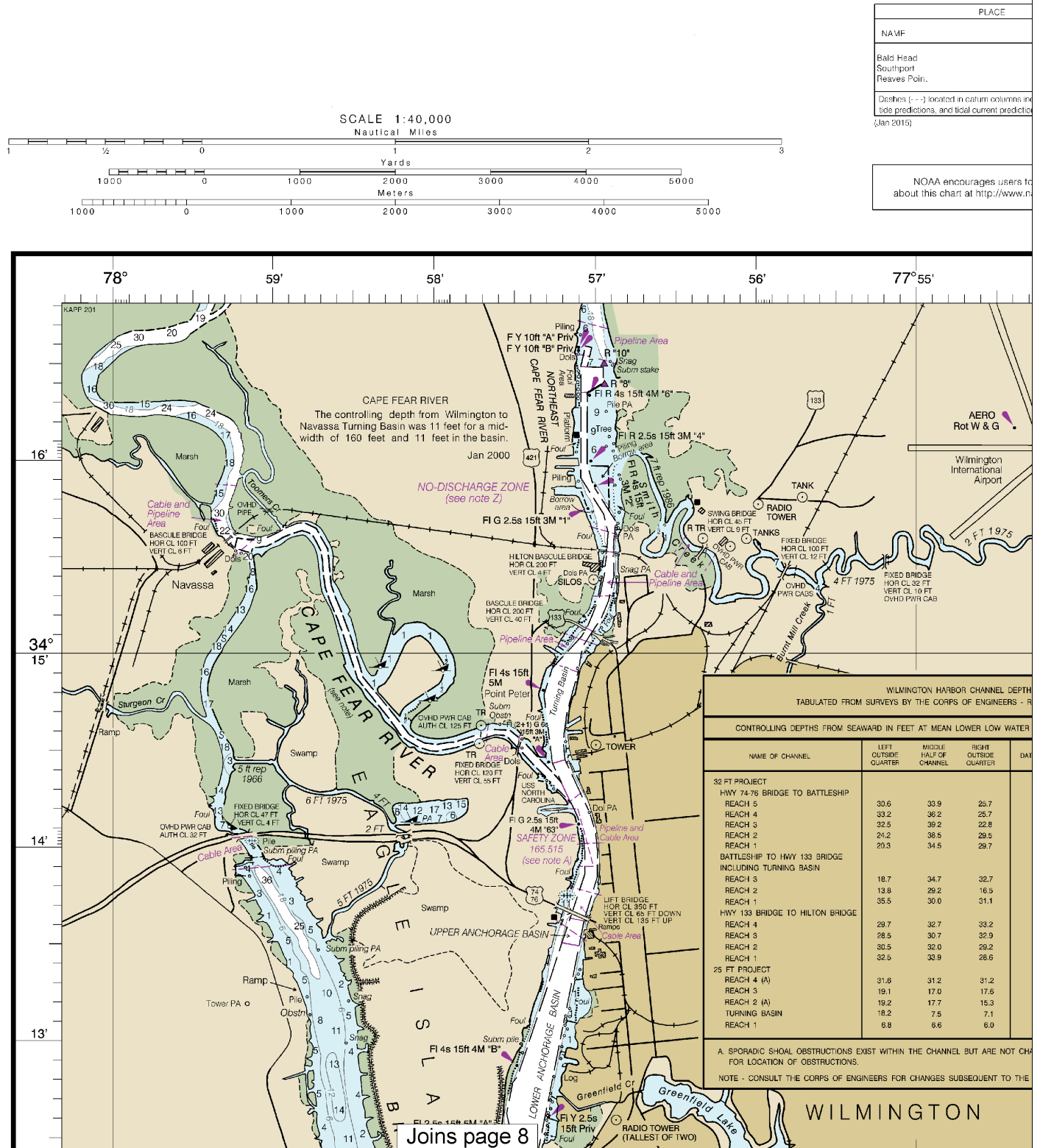
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

11537



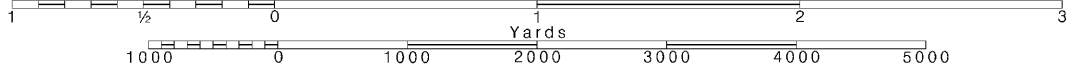
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NORTH CAROLINA

CAPE FEAR RIVER

CAPE FEAR TO WILMINGTON

Mercator Projection
Scale 1:40,000 at Lat. 34°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Formerly C&GS 426, 1st Ed., Aug. 1950 G-1950-760 KAPP 200

TIDAL INFORMATION

(LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
(33°53' N/78°00' W)	feet 5.0	feet 4.7	feet 0.2
(33°55' N/78°01' W)	4.7	4.4	0.1
(34°00' N/77°57' W)	4.6	4.2	0.2

Indicate unavailable datum values for a tide station. Real-time water level stations are available on the Internet from <http://tidesandcurrents.noaa.gov>.

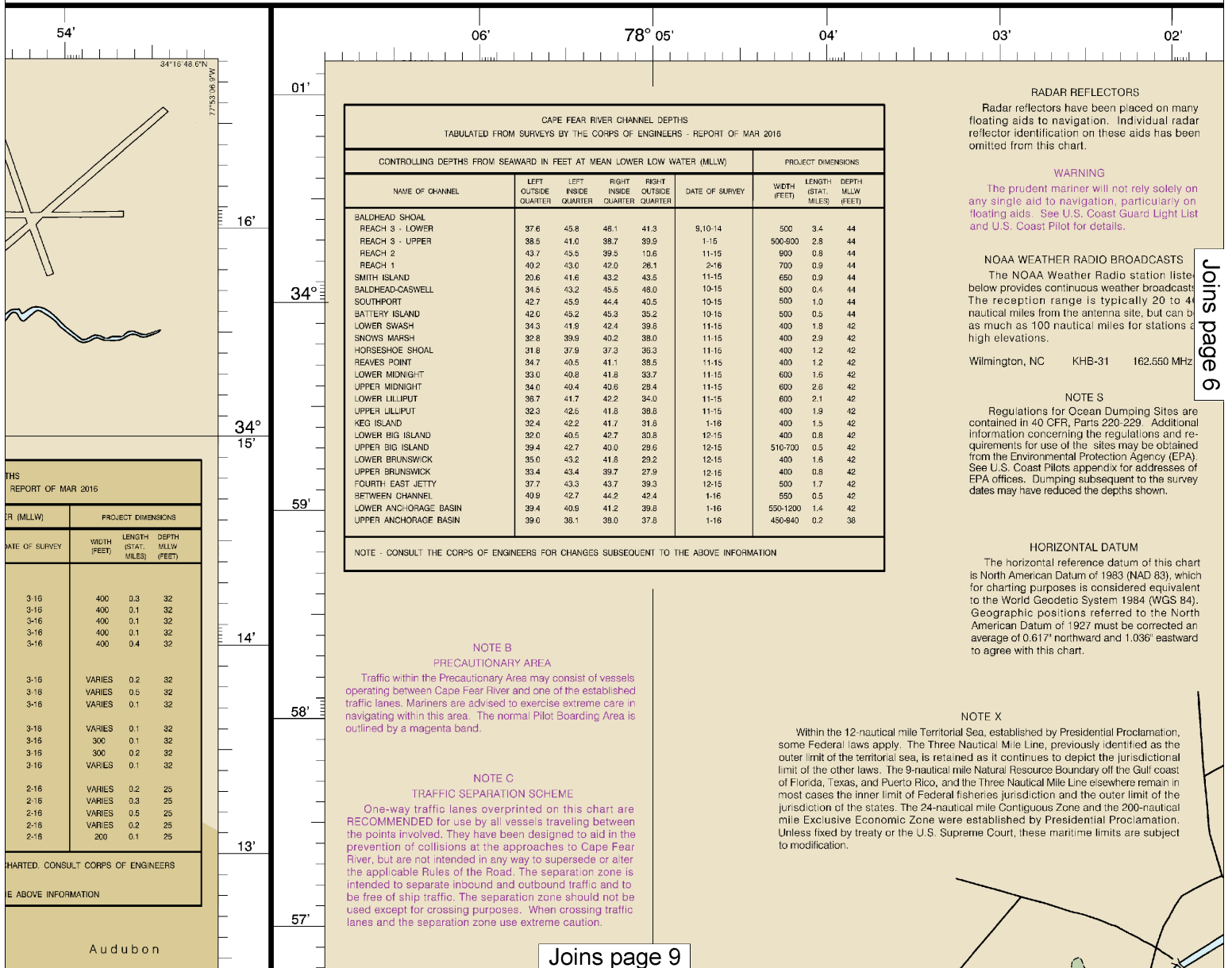
to submit inquiries, discrepancies or comments
nauticalcharts.noaa.gov/staff/contact.htm.

HURRICANES

Hurricanes, tropical storms cause considerable damage to navigation and moored vessels in unknown locations.

Charted soundings, which reflect actual conditions of navigation may have been moved from the extinguished or otherwise not rely upon the position of wrecks and submerged objects from charted locations. Pilots or moved.

Mariners are urged to request to report aid hazards to navigation to the unit.



Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NORTH CAROLINA

CAPE FEAR RIVER

CAPE FEAR TO WILMINGTON

Mercator Projection
Scale 1:40,000 at Lat. 34°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Formerly C&GS 426, 1st Ed., Aug. 1950 G-1950-769 KAPP 200

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

soundings (MLLW)
Mean Low Water
feet
0.2
0.1
0.2
water levels
noaa.gov.

Joins page 5

34° 5'

4'

58'

3'

57'

CAPE FEAR RIVER CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 1916						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) LENGTH (STAT. MILES) DEPTH (FEET)
BALDHEAD SHOAL	37.6	45.8	46.1	41.3	9-10-14	500 3.4 44
REACH 3 - LOWER	38.5	41.0	38.7	39.9	1-15	500-600 2.8 44
REACH 3 - UPPER	43.7	45.5	39.5	10.6	11-15	900 0.8 44
REACH 2	40.2	43.0	42.0	26.1	2-16	700 0.9 44
REACH 1	20.6	41.6	43.2	43.5	11-15	650 0.9 44
SMITH ISLAND	34.5	43.2	45.5	48.0	10-15	500 0.4 44
BALDHEAD-CASWELL	42.7	45.9	44.4	40.5	10-15	500 1.0 44
SOUTHPORT	42.0	45.2	45.3	35.2	10-15	500 0.5 44
BATTERY ISLAND	34.3	41.8	42.4	39.5	11-15	400 1.8 42
LOWER SWASH	32.8	39.9	40.2	38.0	11-15	400 2.9 42
SNOWS MARSH	31.8	37.9	37.3	35.3	11-15	400 1.2 42
HORSESHOE SHOAL	34.7	40.5	41.1	38.5	11-15	400 1.2 42
REAVES POINT	33.0	40.8	41.8	33.7	11-15	600 1.6 42
LOWER MIDNIGHT	34.0	40.4	40.6	28.4	11-15	600 2.6 42
UPPER MIDNIGHT	36.7	41.7	42.2	34.0	11-15	600 2.1 42
UPPER LILLIPUT	32.3	42.6	41.8	38.8	11-15	400 1.8 42
KEO ISLAND	32.4	42.2	41.7	31.8	1-16	400 1.5 42
LOWER BIG ISLAND	32.0	40.5	42.7	30.8	12-15	400 0.8 42
UPPER BIG ISLAND	39.4	42.7	40.0	28.6	12-15	510-700 0.5 42
LOWER BRUNSWICK	35.0	43.2	41.8	29.2	12-15	400 1.8 42
UPPER BRUNSWICK	33.4	43.4	39.7	27.9	12-15	400 0.8 42
FOURTH EAST JETTY	37.7	43.3	43.7	39.3	12-15	500 1.7 42
BETWEEN CHANNEL	40.9	42.7	44.2	42.4	1-16	550 0.5 42
LOWER ANCHORAGE BASIN	39.4	40.5	41.2	39.8	1-16	550-1200 1.4 42
UPPER ANCHORAGE BASIN	39.0	38.1	38.0	37.8	1-16	450-840 0.2 38

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

NOTE B

PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Cape Fear River and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Boarding Area is outlined by a magenta band.

NOTE C

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to Cape Fear River, but are not intended in any way to supersede or alter the applicable Rules of the Road. The separation zone is intended to separate inbound and outbound traffic and to be free of ship traffic. The separation zone should not be used except for crossing purposes. When crossing traffic lanes and the separation zone use extreme caution.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Wilmington, NC KHB-31 162.550 Mhz

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.617" northward and 1.036" eastward to agree with this chart.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

Joins page 10

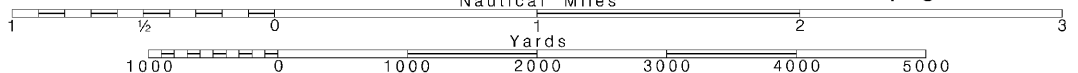
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

6

Note: Chart grid lines are aligned with true north.



HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and National Geospatial Intelligence Agency.

For Symbols and Abbreviations see Chart No. 1

POLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: ---

Additional information can be obtained at nauticalcharts.noaa.gov.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

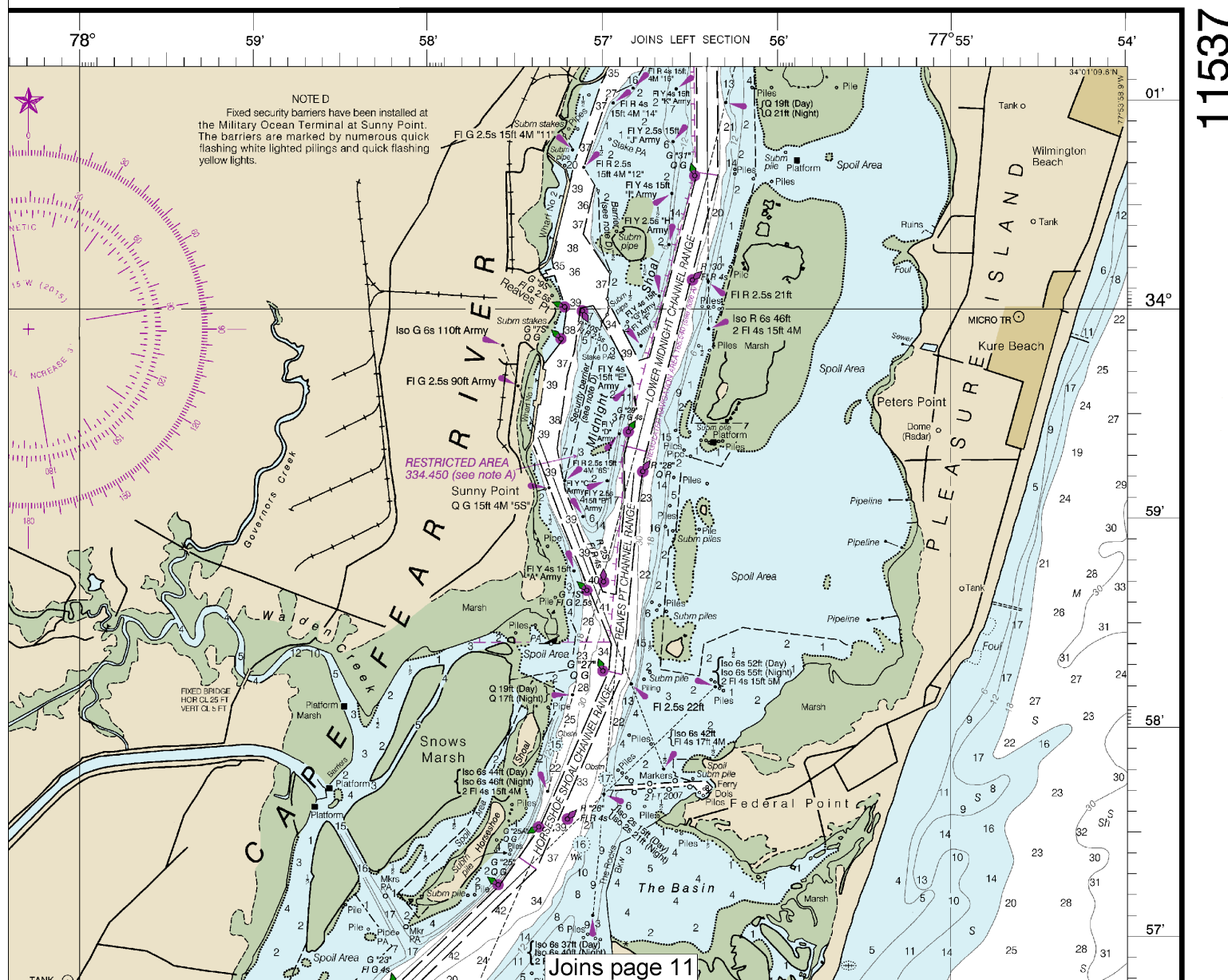
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

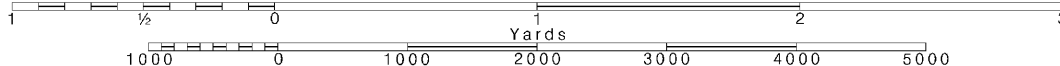
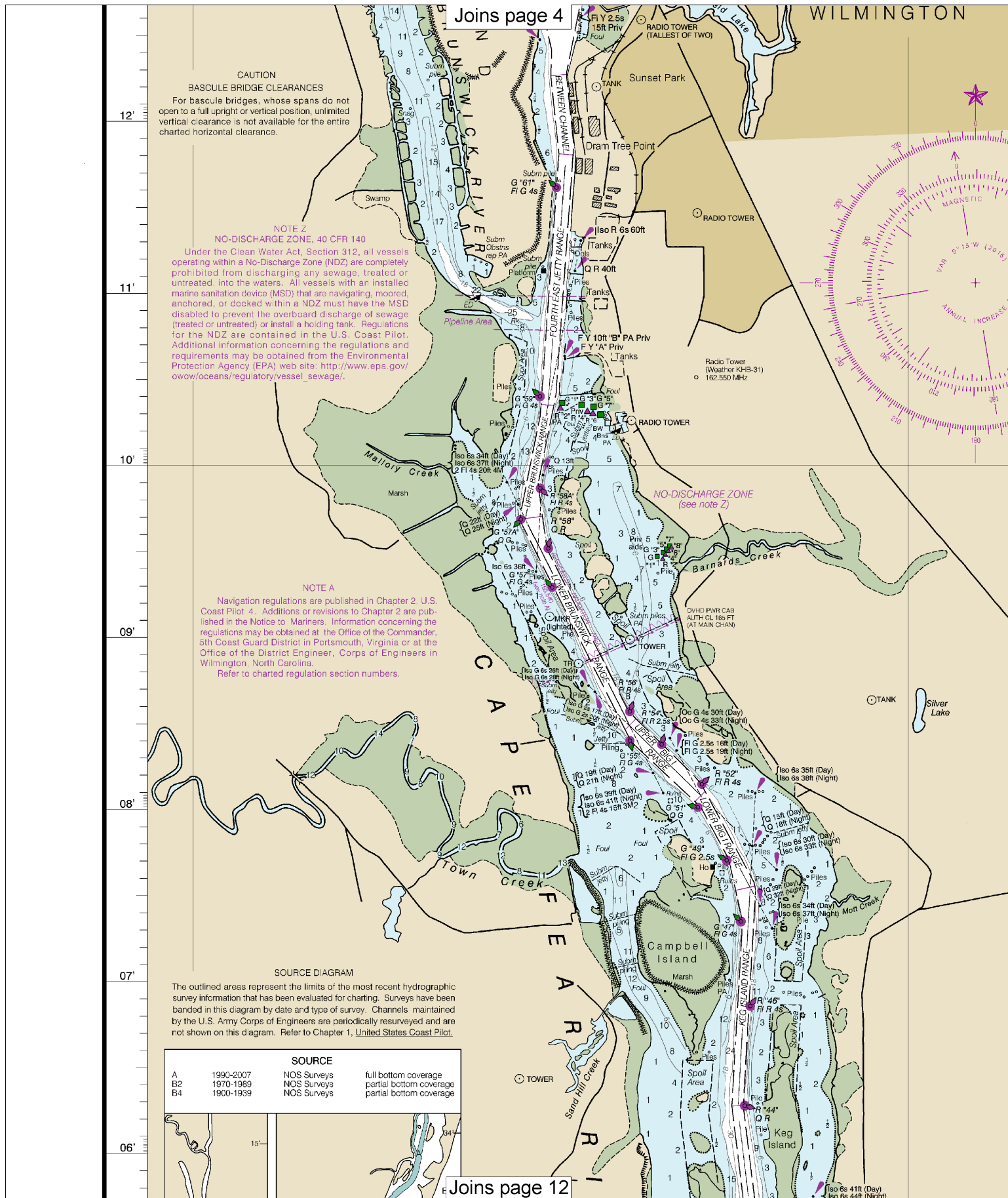
AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SOUNDINGS IN FEET

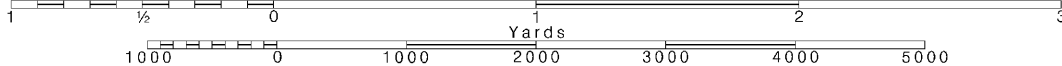


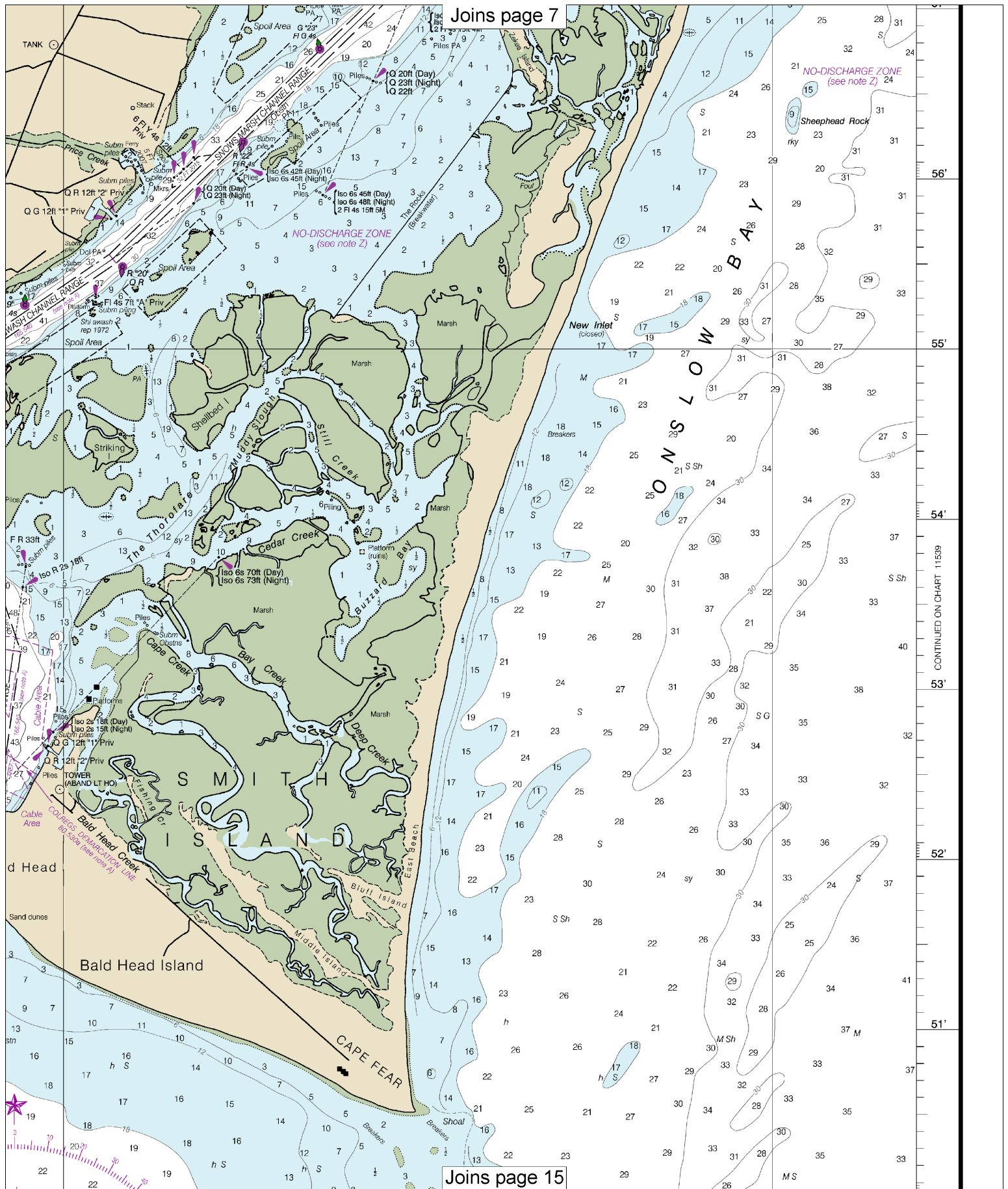
Last Correction: 5/4/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)



Printed at reduced scale.

See Note on page 5.





CONTINUED ON CHART 11539

56'

55'

54'

53'

52'

51'

Joins page 15

34° 05'

04'

03'

02'

01'

78°

78° 05'

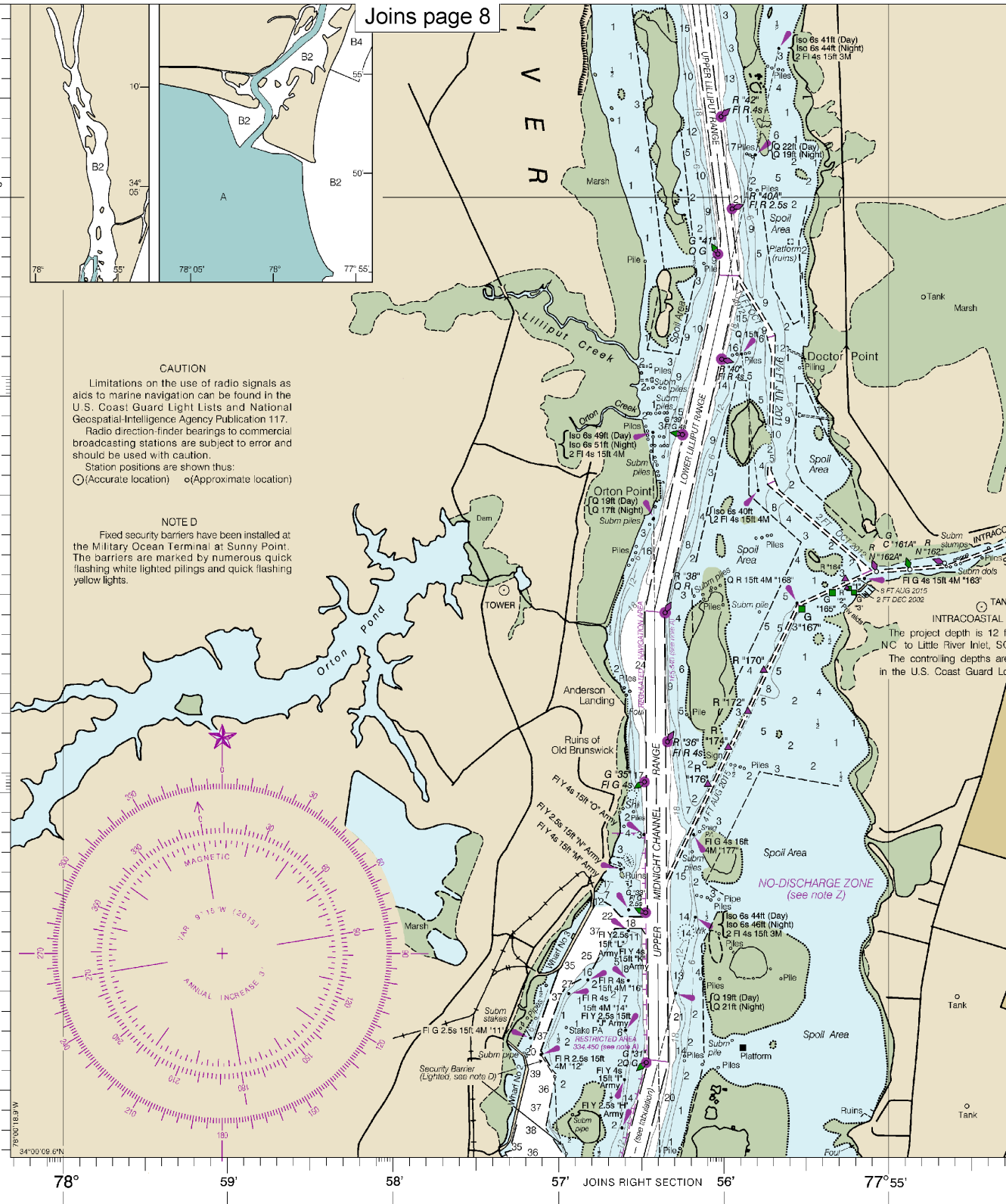
78°

77° 55'

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◊ (Approximate location)

NOTED
Fixed security barriers have been installed at the Military Ocean Terminal at Sunny Point. The barriers are marked by numerous quick flashing white lighted pilings and quick flashing yellow lights.

FATHOMS	FEET	METERS
1	6	1.1
2	12	2.2
3	18	3.3
4	24	4.4
5	30	5.5
6	36	6.6
7	42	7.7
8	48	8.8
9	54	9.9
10	60	11.0
11	66	12.1
12	72	13.2
13	78	14.3
14	84	15.4
15	90	16.5
16	96	17.6
17	102	18.7



40th Ed., Feb. 2015

11537

Last Correction: 5/4/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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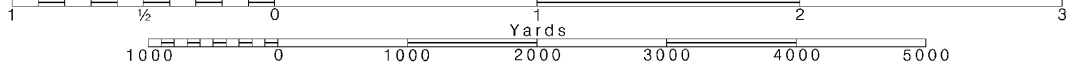
12

Note: Chart grid lines are aligned with true north.

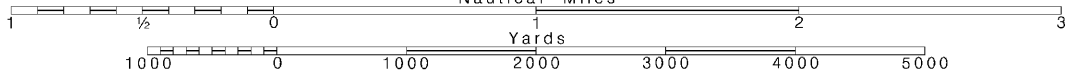
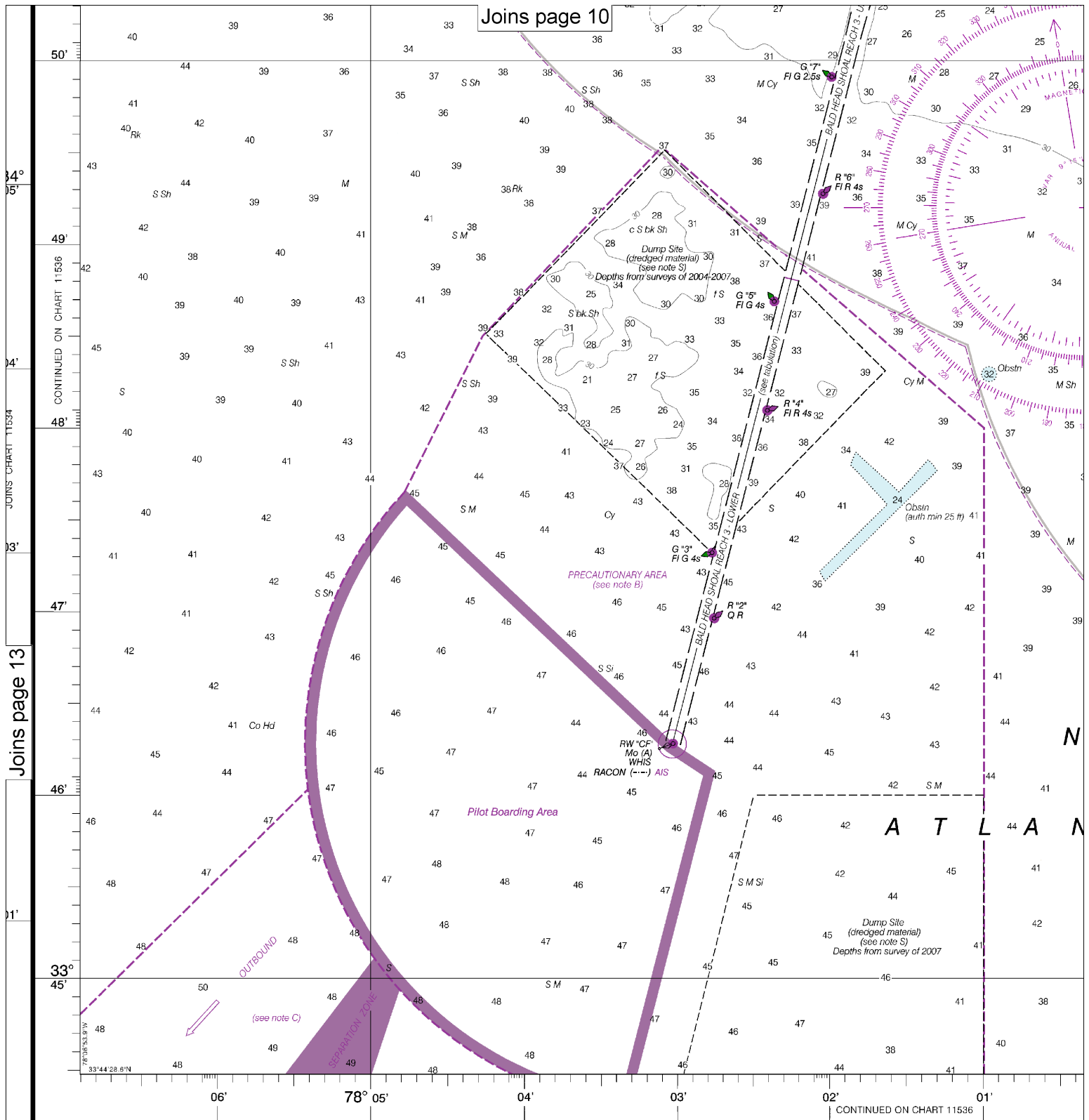
Printed at reduced scale.

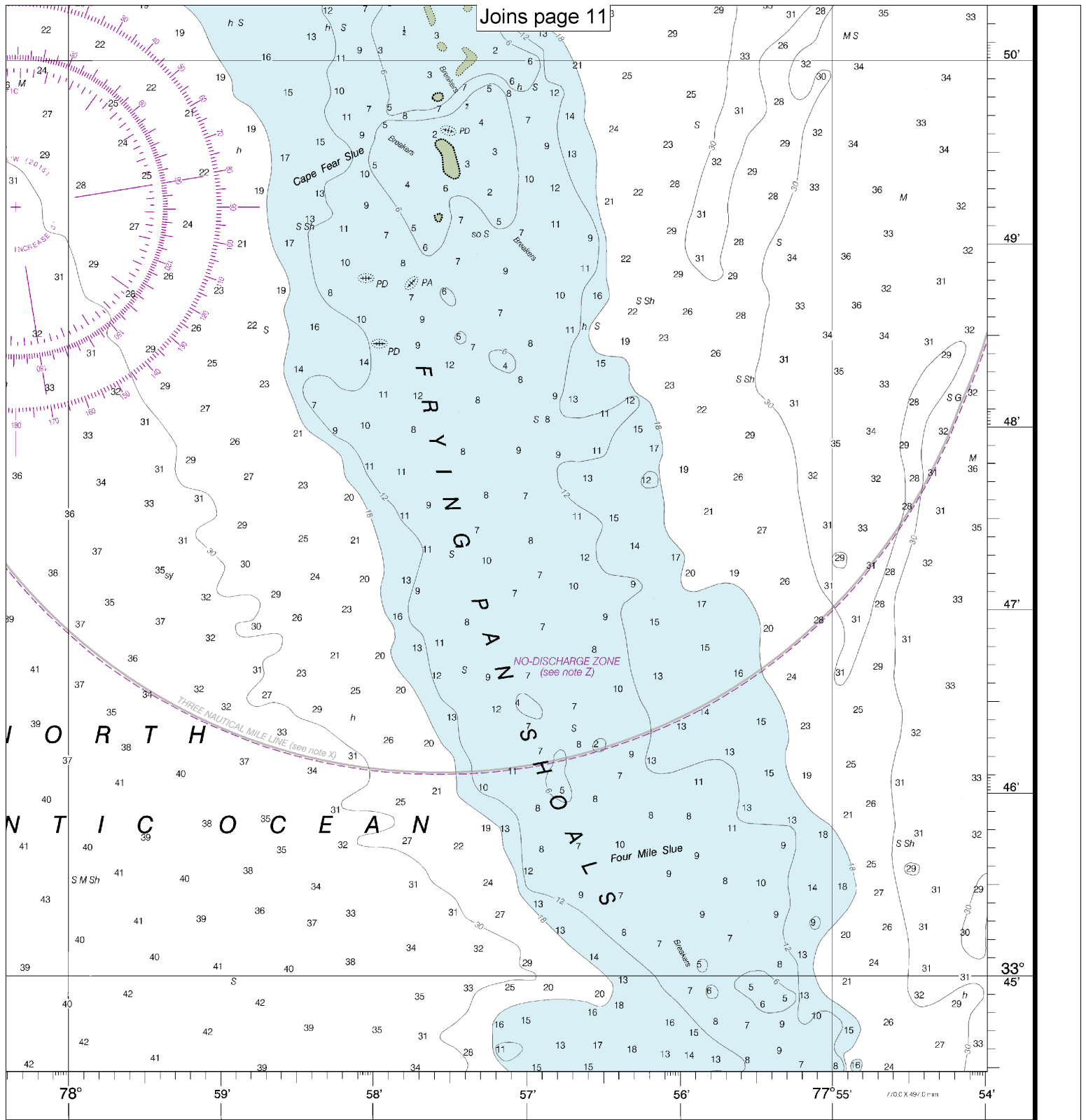
SCALE 1:40,000
Nautical Miles

See Note on page 5.



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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY







VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

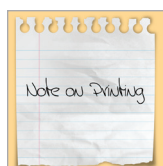
HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.